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INFORMATION REPORT INFORMATION REPORT

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S-E-C-R-E-T

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report on Gross Doelln airfield which gives information under the following headings: (1) Radio and Radar Equipment, (2) The No. 1 Storage Installation, (3) An Unidentified Building Near Gross Gollinsee, (4) AA Equipment, (5) North/South Taxiway, and (6) Current Rumors. Two sketches are also included, one shows the relative positions of radio and radar equipment and the other shows the features of radio and radar arrays.

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SECRETEAST GERMANYAIR/MILITARYMiscellaneous Information on the GROSS DOELLN
Airfield (as at 31st December 1955)

All map references are taken from GERMANY 1: 25000 AMS series M841
third edition sheet numbers 2946 and 2947.

APPENDICES

Attached at Appendix "A" is an overlay taken from 1:25000 map showing
relative position of all known radio and radar equipment on the a/f.

Attached at Appendix "B" is a series of rough sketches showing features
of various radio and radar arrays.

1. RADIO AND RADAR EQUIPMENTS

The following equipments were identified and located in the EASTERN
portion of the a/f:- (see overlay at Appendix "A").

a) At approx. MR 050 772, there was a single mast approx. 8 - 10 m. in
height secured by 2 sets of guys. In the immediate vicinity there was an under-
ground concrete bunker believed to contain a transformer, and a radio van. An
underground power cable leading from the SOUTH EAST dispersal system to the SOUTHERN
end of the GROSS GOLLEN SEE feeds into this bunker.

b) A similar mast with an associated radio van and underground bunker was
located in a small clearing at approx. MR 081 772. This aerial is located at the
intersection of 4 Jagers.

c) At approx. MR 079 770 in Jagen 114 adjoining the crossroads, there is
a small single storied brick built hut, measuring approx. 8 x 6 m. Adjoining this
building, there is a radio display consisting of 6 masts. 4 of these are fixed
masts, being each approx. 8 - 10 m. in height and spaced approx. 20 - 25 m. apart.
In addition to these, there are 2 radio vans located in the centre, each of which
had a tubular mast approx. 6 - 8 m. in height, secured in the rear (see sketch (c)
of Appendix "B"). A single loose aerial fed into a small tent-like structure
which was positioned nearby.

d) During Oct 55, a TOKEN radar was installed in Jagen 115 at approx.
MR 077 764. This radar was set-up on the crest of a shallow mound approx. 2 - 3 m.
in height, and nearby there were 2 or 3 mixed 2 and 3 axled lorries. This equipment
did not appear to operate at regular intervals and was still in situ on 28 and 29
December 55.

e) A radar, tentatively identified as a KNIFEREST was located at approx.
MR 043 763 in Jagen 155.

f) Adjoining the WESTERN side of the heavy AA battery located in Jagen 184,
near the SOUTHERN end of the GROSS GOLLEN SEE, there was a cluster of approx. 6
vehicles and trailers. 3 of these vehicles were normal 2 axled radio vans, each
of which appeared to have a mast approx. 4 - 6 m. in height attached to the rear;
2 trailers were parked quite close to each other, one having the appearance of a
very wide squat caravan approx. 1½ m. in height (bodywork) and mounted on the roof
of this there was a large opaque semi-circular dome approx. 2 - 2½ m. in diameter
(see sketch (b) of Appendix "B"). The other trailer, located approx. 20 m. away,
consisted of a built up platform on which was mounted a canvas covered array and
through this ribs could be observed. This structure resembled an inverted boat,
the array being curved and having an overall length of approx. 4 m. (see (a) of
Appendix "B")

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g) A semi-permanent telephone system has been set-up on a series of wooden masts following the fire-breaks between the various Jagen, the system connecting the brick building adjoining the radar site in (c) above, connecting the TOKEN in (d), the KNIFEREST in (e) and continuing WESTwards on to the main domestic site in Jagen 126. The exact terminal was not known, but from the direction followed by the telephone wires it must be somewhere in the vicinity of the H.Q. buildings.

2. NUMBER ONE STORAGE INSTALLATION

a) On frequent visits to No. 1 Storage Installation, it was observed that the original concrete roadway and aprons on the WESTERN side of the site were in a very poor condition, in several places there being numerous wide cracks and in at least 2 sections there has been considerable subsidence. The concrete road (approx. 8 m. in width) connecting this depot to the nearby GROSS DOELLN/KURTSCHLAG/TEMPLIN road appears to have particularly suffered.

There are no drainage facilities anywhere on this site, and any storm water is very slow in dispersing, making the un-concreted portions and building sites under development very water-logged and treacherous.

b) By Christmas 1955, there were approx. 6 small brick buildings under construction adjoining either side of the centre NORTH/SOUTH road, the buildings being surface structures, lightly built and measuring approx. 10 x 6 m. The buildings open on to the centre road, being set approx. 20 m. back with no intervening concrete aprons. The buildings were only partially complete when last observed, not having reached the roofing stage, and it cannot be positively stated whether or not there are windows or vents being built into the sides or rears.

c) It is proposed to build a concrete road between the SOUTH EAST corner of this site, and the SOUTHWEST dispersal system adjoining hard standing No. 5. This road has already been surveyed, marked out and in places partially cleared.

SAF vehicles leaving this storage depot laden with crated bombs use 2 routes:

(i) via the concrete road leading SOUTHwards on to the main TEMPLIN/KURTSCHLAG/GROSS DOELLN road and turning up on to the new concrete road adjoining the outskirts of KLEIN DOELLN to the SOUTHWEST dispersal system. The vehicles then continue on to the a/f via the NORTH/SOUTH taxiway.

(ii) by turning left at the immediate SOUTHERN barbed wire exit to the depot and proceeding EASTwards over a rough cleared track to join the old road leading to GRUNEWALD at approx. MR 971 751, the vehicles then proceed into the village of GRUNEWALD, leaving at MR 981 760, and following a track/fire break EASTwards to join the NORTH/SOUTH taxiway approx. 50 m. NORTH of the rail crossing point.

There is a third (unofficial) route used by contractors vehicles, which leaves No. 1 Storage Installation by the same point as (i) above but uses a track/fire break commencing at MR 970 743 leading directly on to the SOUTHWEST dispersal system. The vehicles then continue EASTwards to enter the NORTH/SOUTH taxiway at approx. MR 000 747. This route is entirely rough and during wet weather is practically impassable owing to the water-logged, churned up state of the ground. It is particularly bad in the centre portion at the lower ends of Jagens 136 and 137. As the site of the projected new roadway lies close to this boggy area, one of the German surveyors expressed his concern over the difficulties that are sure to be experienced in building a road sufficiently strong to stand up to sustained heavy traffic.

b) The bombs stored in at least 2 of the 3 WESTerly brick built storage sheds appear to be of the conventional type fitted with squarish tail fins and encased in slatted wooden frames. No accurate dimensions of the individual bombs could be ascertained, these bombs arriving by closed waggon and being offloaded by SAF personnel directly into the sheds. The 3 sheds located on the EASTERN

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side of the site appear to be identical with the 3 original WESTERN ones but remained empty and were without any interior fittings.

e) The series of barrack huts/builders sheds originally set up in the NORTH EAST corner of this depot, have been mostly dismantled and taken to a new site in a cleared area adjoining a rail spur leading into either Jagen 132 or 133. Extensive clearing and levelling has taken place on this new site, but as yet no actual construction has begun. It is rumoured that a second ammunition depot, together with a special fuel installation is to be built on this site, having its own road link to No. 1 Storage Depot.

3. UNKNOWN BUILDING ON EDGE OF GROSS GOLLIN SEE

A single storied brick building, identical to the 3 structures located in a clearing on the NORTHERN side of the main runway, has now been constructed at MR C52 771 on the edge of the GROSS GOLLIN SEE. This building is situated at the base of a fairly steep incline, the building being flat-topped and, from the disturbances of the soil, is presumed to be connected by a cable to the nearby radio installation located at approx. MR 050 772. This building has a brick built hollow shaft, resembling a chimney stack, extending from the base up to the flat roof.

4. A.A. EQUIPMENT

a) There does not appear to be any fixed permanent AA sites on or around this a/f. During 1955, at least 3 sites were occupied by both Bofers type AA guns and heavy "85 mm" AA guns.

At the EASTERN end of the a/f, at approx. MR 051 770, a site consisting of either 6 or 8 heavy AA guns has been more or less permanently occupied since the Spring of 1955. The 2 other sites, one being in a corresponding position at the WESTERN end of the runway at MR 000 770, and the other at 020 773, have both been occasionally occupied by light (Bofers type) guns.

b) No heavy concrete emplacements have been built on any of the sites, the existing site adjoining the GROSS GOLLIN SEE appearing to be a temporary make-shift affair consisting of an earthen gun emplacement.

c) There is a temporary tented and hatted complex occupied by an AA unit, adjoining the lower end of the main domestic site near the new married quarters site. This complex is enclosed by a rough barbed wire fence, and accommodates approx. 200-300 Soviet Army personnel, together with 20-30 miscellaneous AA guns and vehicles. There are no signs of any permanent buildings being set up in this complex.

5. NORTH/SOUTH TAXIWAY

a) This approx. 60 m. wide taxiway leads off from the SOUTHWEST corner of the SOUTHERN parallel taxiway and terminates approx. 500 m. NORTH of the village of KLEIN DOELLN. 6 concrete hard standings have been constructed at the extreme SOUTHERN end of this taxiway, Nos. 1 to 3 being on the EASTERN side, whilst Nos. 4 to 6 lie on the WESTERN side. This series of hard standings lies completely open to the public, and is at present unguarded apart from an irregular patrol of SAF sentries using bicycles.

b) There is a narrow portion (either 20 or 21 m. in width) extending for approx. 500 m. at each end of this NORTH/SOUTH taxiway, both portions now being widened by the addition of a 7 m. strip on each side. The NORTHERN portion has already been widened, whilst the SOUTHERN portion has only been prepared for future concreting. The concrete in these new strips is being laid to a thickness of 15cm. without any form of ballast under foundation.

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c) Adjoining each side of the main (centre widened) portion of this NORTH/SOUTH taxiway, there is a shallow gully approx. 80 - 100 cm. in width which serves as a drain. There is no underground drainage system adjoining either this or any other taxi/runway systems on the a/f. None of the 6 hard standings (Nos. 1-6) appear to have any gullies adjoining them and there are indications that these, together with the approx. 20 m. wide taxiways feeding them, are to be widened by a similar 7 m. strip.

d) There is a uniform cleared and levelled strip approx. 5 m. wide extending the entire length of the NORTH/SOUTH taxiway, thus giving a minimum clearance of 70-75 m. at any one point. A portion of the woodland adjoining the NORTH EASTERN side of this taxiway has been cut back to a depth of approx. 50 m. for the initial 500 m. of the original narrow (now 35 m. wide) portion of the NORTH/SOUTH taxiway.

e) Each of the 6 hard standings has been cut back to a depth of approx. 25 - 30 m., and the cleared strip on the further side of the feeding taxiways has a depth of approx. 10 m.

f) On at least 3 occasions, a twin-engine transport aircraft has been observed to take off using this NORTH/SOUTH taxiway (starting from NORTH to SOUTH). None of the jet engine bomber aircraft stationed on the a/f has ever attempted this feat and one of the transports during take-off appeared to swing badly and climbed steeply, scraping over the adjoining trees and breaking off several upper boughs in so doing.

6. RUMOURS CURRENT ON THE A/F

The following rumours were very strong amongst personnel working on the a/f during December 1955.

a) That there were 2 separate Russian flying units on the a/f, one a bomber unit and the other a training unit (source estimated that there were at least 40-45 IL 28s and U-IL 28s on the a/f at the end of December 1955).

b) That a new heavy bomber unit was expected to arrive on the a/f as soon as the taxiways had all been widened.

c) That the Russian authorities were going to evacuate the villages of Grunewald, Kurtschlag, Klein Doelln, Gr. Vaeter, Bebersee and Gollin. Vietmannsdorf and Gr. Doelln have not so far been mentioned as being amongst the villages due for evacuation.

d) That a special fuel depot was to be constructed near the SOUTH WEST dispersal area, to be fed by an entirely new rail spur leading on to the a/f.

e) That a series of new heavy roads were to be built connecting a/f to:-

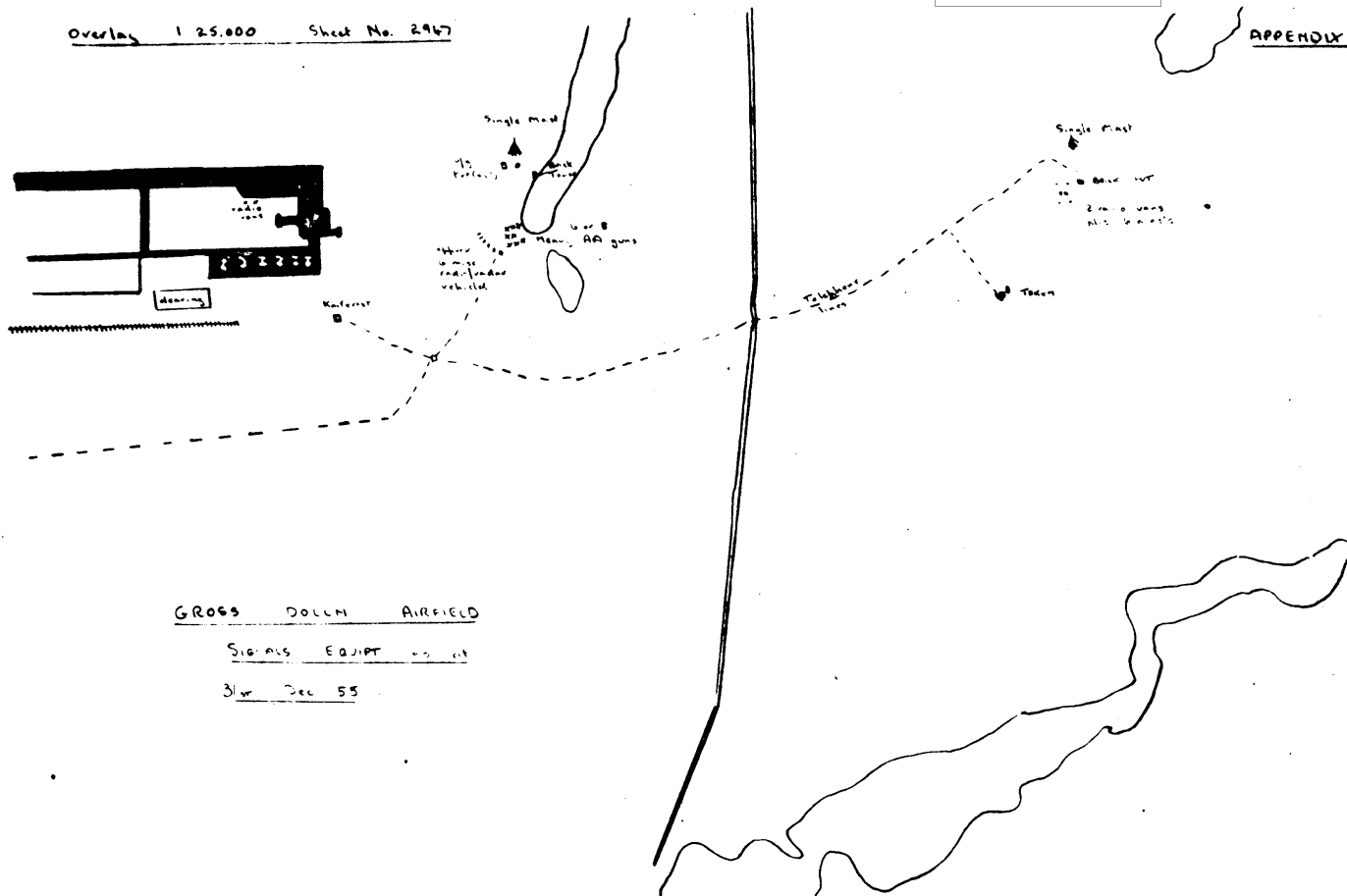
- (i) GOLLIN
- (ii) BEBERSEE
- (iii) GROSS DOELLN
- (iv) VOGELSANG Barracks.

f) That all German workmen would be removed from the a/f by Autumn 1956.

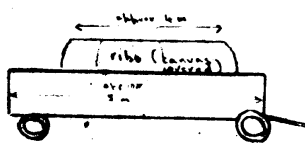
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g) That the second storage installation would be bigger and heavier built than the existing No. 1 Storage Installation.

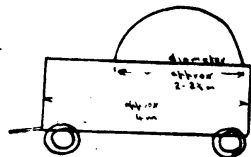
APPENDIX A



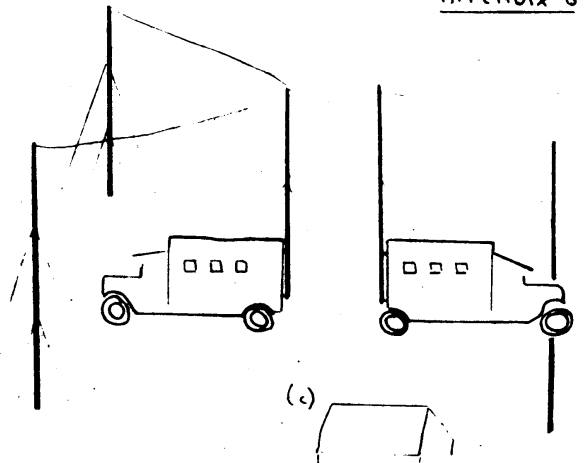
Misc Radio Radar Esprit
observed at Gross Dallen Airfield



(a)



(b)



(c)